

Walking Audit

Walking audits are site inspections undertaken initially to review and determine the problems along the streets. From the team's visit and the residents' input during the audit, the following conclusions were drawn:

The neighborhood is alive with children playing. People of all ages live in Foster Village and are often outdoors being active and socializing. There is a great sense of community pride as people share common Hawaiian values, and enjoy this central location on the island. The Foster Village neighborhood has a strong sense of identity. Many residents are older, and housing is stable.

The main roads through the area (Haloa Drive, Halupa Street, Molehu Drive and Piikea Street) have a pavement width of 32 feet and a 50-foot-right-of-way. Curb and gutter treatments are used on these local streets. Haloa Drive and Ala Oli Street have been characterized by residents and city staff as "cut through" roads. According to local residents, drivers will use Haloa Drive and Ala Oli Street to bypass stacking traffic on Bougainville Drive and Salt Lake Boulevard. Many cars park on the sidewalk areas rather than on the paved street. This further increases the speed of traffic. Parking density is moderate.

Haloa Drive is wide enough to create a raceway effect through the neighborhood. Several crashes are reported at key intersections, such as Molehu Drive and Ala Oli Street. This type of roadway design encourages excessive and inappropriate use of the road. There are many walkers and bicyclists in this area and the heavy traffic makes it difficult for pedestrians to cross the streets and use the right-of ways with ease and comfort.

Traffic travels above the speed limit on all of the longer streets in the neighborhood and similar behavior was observed on Piikea Street, Molehu Drive and Kukila Street. The intersection of Piikea and Haloa Drive is very wide and generates high-speed turns, as does the intersection of Haloa Drive and Ala Oli Street.

All of the roads in the neighborhood are posted at 25 miles per hour. This is a commonly posted speed limit for residential neighborhoods, but it is easily, and often exceeded throughout the City. Since area roads have little topographical variation and are generally straight, drivers feel comfortable traveling at speeds greater than what is posted.

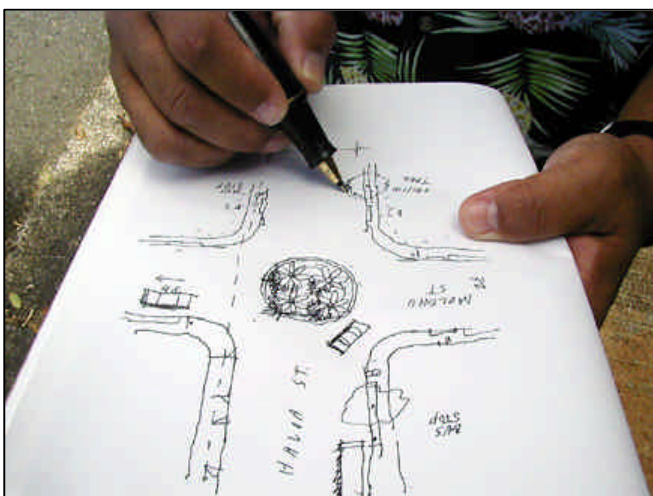


During the walking audit, numerous residents were observed walking, bicycling, pushing strollers, jogging, going to the recreation center or waiting for transit. These types of trips allow people to enjoy their beautiful surroundings and interact with their neighbors while going about their business. These are the types of trips that build stronger communities and should be encouraged by pedestrian friendly and bicycle friendly street design.

Charrette Agenda

- I Introduction
- II Presentation
- III What are the Tools?
- IV Brainstorming the Big Problems
- V Voting on Priorities
- VI Design Tables
- VII Group Reports
- VIII Closing

An evening charrette was held on Monday, February 28, 2000 between 7:00 and 9:00 pm. Twenty-six residents attended to learn the process, tools and applications of traffic calming. Following a presentation on traffic calming by Dan Burden, residents were asked to "Identify the Big Problems." Residents discussed the need to slow traffic at all cost for the safety of the children. The Foster Village neighbors addressed the speeding problem by selecting a variety of traffic calming tools and using their own experience and knowledge of the area to propose solutions.



PUBLIC CONSENSUS

The Foster Village Neighborhood charrette provided sufficient direction to permit the design team to go forward with both the system development and conceptual design of various traffic calming features. The significant products of a successful charrette include:

1. Reaching neighborhood "ownership" of the problem.
2. Selecting and prioritizing specific projects within the identified neighborhood boundaries.
3. Developing consensus and a positive working relationship with the neighborhood board, elected officials and City and County staff to achieve early and appropriate reconstruction of roadways and intersections.

The following problems and potential solutions were identified:

The problems and locations identified by residents are:

- Haloa Drive (speeding, accidents, dysfunctional stop sign, dangerous crosswalk)
- Speeding on Ala Oli Street (many accidents, property damage)
- Haloa Drive /Piikea Street intersection (speeding, accidents)
- Haloa Drive and Ala Oli Street cut-through traffic
- Haloa Drive/Kukila Street intersection
- Haloa Drive/Molehu Drive (most active intersection)
- Kukila Street and Haloa Drive
- Noise, especially on Haloa Drive



A table design session followed. Residents worked in three separate small groups. Each group sat around tables with neighborhood maps, and identified the following potential action items. The residents' suggestions were handed over to the traffic calming engineers to determine the most effective treatment for each location.

- Roundabout at Haloa Drive and Ala Oli Street
- Mini-Circle at Haloa Drive and Molehu Drive
- Medians and curb extensions or mini-circle at Haloa Drive and Halupa Street
- Mini-Circle at Haloa Drive and Olino Street
- Neckdown with park at Haloa Drive and Bougainville Drive
- New crosswalk and median at Haloa Drive and Bougainville Drive
- New intersection with pocket park at Haloa Drive and Piikea Drive
- Study Bougainville Drive and Salt Lake Boulevard for more efficient right-hand turns (cut-through issue)
- Median island, curb extensions and 10 foot lanes at Haloa Drive and Kukila Street
- Paint parking lanes or bike lanes on Ala Oli Street



STUDY AREA

Foster Village is centrally located on Oahu near Aloha Stadium, Pearl Harbor Naval Station and Hickam Air Force Base and surrounded by an abundance of regional commercial activities. Foster Village is a wonderful pocket neighborhood, tucked within a high-activity area. The neighborhood is well served by several parks and schools. Most neighborhood trips are within walking distance for residents making it a compact and close-knit community. The neighborhood has two primary entry points: Salt Lake Boulevard (at bottom left), accessed by Ala Oli Drive, and Bougainville Drive (at bottom right), accessed by Haloa Drive (See p. 10 for street map).

